

CD NO

CONFIDENTIAL

DATE DISTR 3 NOV 51

NO. OF PAGES 3

NO. OF ENCLS. 2

(LISTED BELOW)

25X1X

SUPPLEMENT TO 25X1A
REPORT NO. [REDACTED]

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Document No. 07

No Change In Class. ☐

☐ Declassified

Class. Changed To: TS S C

Auth.: HR 70-2

By: 029

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7. The road from Dzauzhikam to Tbilisi (4142N, 4445E) has a sandy surface and is 5 to 6 meters wide. It is a mountainous and extremely dangerous road. Repair stations for autos are found every 50 to 70 kilometers along the way. Each winter the road is closed for 3 to 5 months because of snow.
8. The asphalt road from Pyatigorsk (4401N, 4305E) to Nalchik (4329N, 4337E) passes over three important bridges and six or seven minor ones. [REDACTED] drew diagrams of some of these bridges. 25X1 X
 - a. Bridge at south exit of Pyatigorsk is of concrete and stone work construction, 60-70 meters long, 12 meters wide, attains a height of 3-12 meters, and has sidewalks on both sides 1-1½ meters wide. It was built in 1947 to replace one destroyed by the Germans and is in good condition.
 - b. Bridge at southern edge of Baksan (4459N, 3425E) over the Baksan river is constructed of wood and masonry. It is old and in poor condition despite constant repairs. Vehicles over 5 tons are prohibited from the bridge and traffic is allowed in only one direction at a time, though the bridge is wide enough for two vehicles to pass.
 - c. Bridge in Malka (4347N, 4319E) is located in the village, is of wooden construction, 35 meters long, and 5-6 meters wide. It is in poor condition.
 - d. Bridge located 15 km from Baksan crosses a stream 6-8 meters deep with high banks on each side. The bridge is located at the bottom of a steep slope, with a sharp turn coming in the road just before the bridge is reached. The bridge is made of stone and concrete, is 8-10 meters long, and is 4-5 meters wide.
9. Steep slopes cause some difficulty on the Pyatigorsk - Nalchik route. Thirteen kilometers from Pyatigorsk is a rise of 50 to 60 degrees in a distance of 2-2½ kilometers. This is a dangerous section in winter. Between Malka and Nazhni Baksan (4230N, 4631E) is another steep grade, 30-35 degrees in a distance of 1-1½ kilometers.
10. An old road runs from Mineralnye Vody to Nevinnomyssk, a distance of about 100 km. It is 5-6 m wide, in poor condition, and not maintained. It is unpaved and cannot be used during rainy periods. A new asphalt-surfaced road about 12 m wide running parallel to the railway line was completed in 1948.
11. The route to Nevinnomyssk from Pyatigorsk via Cherkessk (4414N, 4203E) is 146 km long. The gravel-surfaced road is 5-6 m wide and is in poor condition. In summer, vehicles travel beside the actual road and a second earth road has thus been formed parallel to the gravel road. Three major bridges are on this route. A masonry bridge 32-35 m long, about 6 m wide, at a height of 3 m above a shallow river is found in the center of Suvorovskaya (4412N, 4240E). It is similar in construction to the bridge at Pyatigorsk sketched in attachment 1. A second bridge is over the Kuban River, 2-3 km west of Cherkessk. It is 40-50 m long, about 6 m wide, and is 12-13 m above the water. A sketch of this bridge is included in attachment 2. It has a 5-ton capacity and is in poor condition. A third bridge crossing the Kuban River at Belomechetskaya (4426N, 4157E) is 30-35 m long, 12-15 m high, and is similar in construction to the bridge at Cherkessk.
12. Between Pyatigorsk and Kislovodsk (4364N, 4242E), a distance of 48 km, is a gravel-surfaced road 6 m wide in excellent condition and regularly maintained, with drainage ditches on both sides. A masonry bridge over the Podkamok River is located 43 km from Pyatigorsk. The bridge is 60-70m long, 3.5-4 m wide, and 7-8m high. See sketch.
13. From Mineralnye Vody to Prokhladnaya (4345N, 4400E), about 133 km, a 5-6 m wide gravel-surfaced road is kept in reasonable condition all months of the year. A masonry bridge is located 1-1½ km south of Georgievsk over the Podkamok River. The bridge is 100 m long, 5-6m wide, 5-6 m above the water level, and is similar in construction to the bridge on the Pyatigorsk-Kislovodsk road described in the preceding paragraph. Fording is possible on both sides of the bridge.
14. The road from Prokhladnaya to Kislovodsk, a distance of 103 km, has a sand and gravel surface which is not maintained and is in poor condition. Near Kislovodsk the road runs through a mountainous area which is often impassable due to rain or snow.

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13. The road from Naichik to Prokhladnaya is gravel-surfaced over its entire length of 60-65 km. It has a width of 6 m with drainage ditches on both sides and is maintained in excellent condition in all seasons. Three important bridges are found enroute. On the southern edge of Prokhladnaya is a bridge with a wooden deck supported by two masonry abutments. It is 4-5 m long, 3-4 m wide, and 4-5 m above a shallow river which can be forded. Four to five meters north of Prokhladnaya is another bridge of similar construction, 6-8 m long, 4-5 m wide, 3-4 m over a fordable stream. The third bridge, 16 km from Naichik, is of similar construction, 30-35 m long, 8-10 m high, and wide enough for double traffic. The river here cannot be forded.
14. A gravel-surfaced road in excellent condition is found between Cherkessk and Mikoyan Shakh (4346N, 4153E). The total distance is about 70 km and there are no traffic obstacles.
15. Between Pyatigorsk and Georgievsk is a well-maintained, gravel-surfaced road 5-6 m wide with drainage ditches along both sides of its 47 km length. At about 2-2½ km north of Nezlobnaya (4407N, 4324E) the road passes the underground pipeline Grozni-Maikor. Five or six metal fuel tanks are located here about 500 m west of the road. The tanks are 12-15 m high and 10-15 m in diameter. This is the supply point for oil going to factories and machine-tractor stations in the whole Pyatigorsk area. The supply point is controlled from Vereshilovsk. A wooden bridge on this road is located 20 km from Pyatigorsk over the Podkumok River. The bridge is 10 m long, 5-6 m wide, 7-8 m high. Fording is possible near the bridge.

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